



Staff Report

STAFF REPORT DATE: March 6, 2019

HEARING DATE: March 13, 2019

TO: Interested Parties

FROM: Jana Fox, Current Planning Manager

PROPOSAL: **Sunset Surface Parking
CU2018-0023 / DR2018-0167**

LOCATION: The site is generally located adjacent to the Sunset Transit Center, south of SW Barnes Road, west of the Highway 217 off-ramp, north of Highway 26, and east of the Sunset Station access road. Tax Lots 100 and 200 on Washington County Tax Assessor's Map 1S102CB.

SUMMARY: The applicant, J. Peterkort Company, requests approval of the following land use applications to construct a surface parking lot, guard structure, and associated site improvements. A Conditional Use for Parking as the Principal Use in the Station Community-Sunset (SC-S) zoning district. Design Review Three approval for the phased construction of a 460 stall surface parking lot, an approximately 200 square foot guard structure, a Design Review Build Out Concept Plan showing how future density can be accommodated on site, and associated site improvements.

APPLICANT /
PROPERTY OWNER: J. Peterkort Company
Loid Ditmars
9755 SW Barnes Road, Suite 690
Portland, OR 97225

APPLICANT'S
REPRESENTATIVE: David Evans & Associates
Kevin Apperson
2100 SW River Parkway
Portland, OR 97225

DECISION: **APPROVAL of CU2018-0023 / DR2018-0167 (Sunset Surface Parking) subject to Conditions of Approval.**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	365-Day*
CU2018-0023	November 26, 2018	January 22, 2019	May 22, 2019	January 22, 2020
DR2018-0167	November 26, 2018	January 22, 2019	May 22, 2019	January 22, 2020

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

Zoning	Station Community-Sunset (SC-S)	
Current Development	Vacant	
Site Size & Location	The site is generally located adjacent to the Sunset Transit Center, south of SW Barnes Road, west of the Highway 217 off-ramp, north of Highway 26, and east of the Sunset Transit Center access road. Tax Lots 100 and 200 on Washington County Tax Assessor's Map 1S102CB.	
NAC	Central Beaverton	
Surrounding Uses	Zoning: <u>North:</u> SC-S <u>South:</u> Hwy 26 & SC-MU <u>East:</u> Hwy 26/Hwy 217/Barnes Intersection <u>West:</u> SC-S	Uses: <u>North:</u> Vacant <u>South:</u> MAX light rail & Highway 26 <u>East:</u> Hwy 26/Hwy 217/Barnes Intersection <u>West:</u> Vacant

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<u>Attachment B:</u> CU2018-0023 <i>New Conditional Use</i>	CU1-CU5
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Exhibits

Exhibit 1. Materials submitted by Staff

- Exhibit 1.1 Sunset Station & Barnes Road PUD Map (page SR-4 of this report)
- Exhibit 1.2 Vicinity Map (page SR-5 of this report)
- Exhibit 1.3 Aerial Map (page SR-6 of this report)

Exhibit 2. Public Comment

None Received

Exhibit 3. Materials submitted by the Applicant

- Exhibit 3.1 Submittal Package including plans

Exhibit 4. External Agency Comment

- Exhibit 4.1 Conditions of Approval submitted by Washington County, March 4, 2019
- Exhibit 4.2 Conditions of Approval submitted by ODOT, February 28, 2019
- Exhibit 4.3 TriMet Letter, December 21, 2018

Project Overview

The applicant, J. Peterkort Company, proposes a two phase 460 space surface parking lot as a principal use in the Station Community-Sunset zoning district. In addition to the parking lot a 200 square foot guard structure is proposed. The applicant has been working with TriMet to established shared access of the TriMet access road (Sunset Transit Center Access Road) to serve the proposed parking lot. In addition the applicant proposes

a secondary access to SW Barnes Road. Both accesses would provide vehicular and pedestrian access to the surface parking lot. TriMet has provided a letter stating that they are working with J. Peterkort Company to coordinate the access through the TriMet access road, subject to further coordination regarding bus queuing and signal timing. A condition of approval is necessary to ensure that TriMet has fully consented to the proposal prior to issuance of the Site Development Permit.

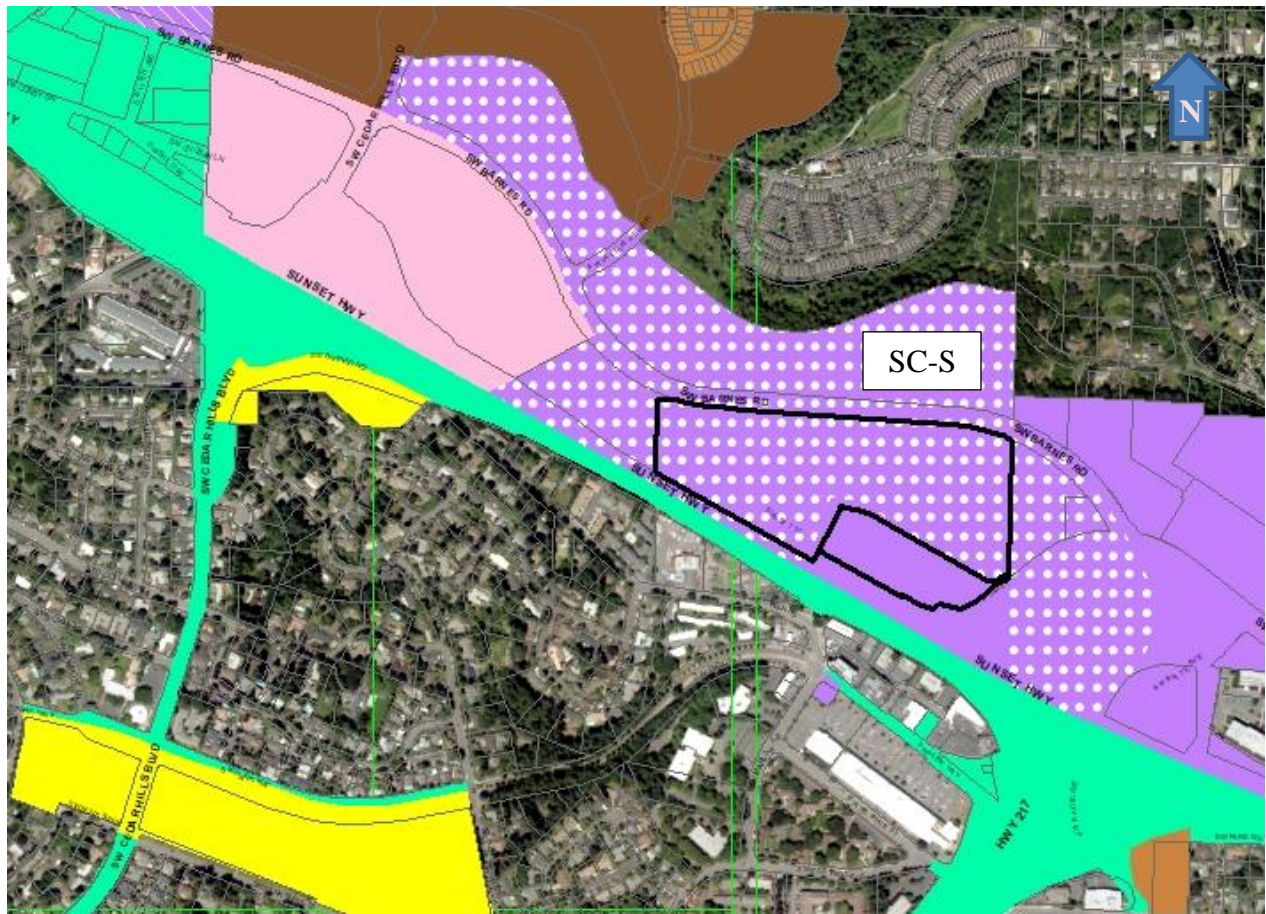
History

The subject site is located within the Sunset Station and Barnes Road PUD (CU2013-0003) which was a master plan PUD primarily intended to provide a transportation framework for the area and identify ultimate transportation facility buildout required with development within the PUD area. The PUD land use order contained a list of conditioned transportation improvements for the full buildout of the PUD. In addition the requirement that as physical development is proposed within the PUD area, each project is required to provide a mini-TIA which assesses the anticipated trips from the specific proposed development, compared to the overall anticipated trips in the PUD and identify which, if any, transportation improvements from the PUD conditions are triggered by the proposed development beyond standard frontage improvements and dedication. The applicant has provided a mini-TIA in conformance with the PUD requirements. Please find the map below (Exhibit 1.1), showing the extent of the properties located within the Sunset Station and Barnes Road PUD for context.

EXHIBIT 1.1



Sunset Station and Barnes Road PUD Vicinity Map



**Sunset Surface Parking
CU2018-0023 / DR208-0167
Zoning Map**



**Sunset Surface Parking
CU2018-0023 / DR208-0167
Aerial Map**

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Sunset Surface Parking
CU2018-0023 / DR2018-0167**

Section 40.03.1 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria are reviewed for all criteria that are applicable to the submitted application as identified below:

- **All twelve (12) criteria are applicable to both the Conditional Use (CU2018-0023) and Design Review Three (DR2018-0167) applications.**

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Public Water, Sanitary Sewer and Storm

The City of Beaverton is the sanitary and storm sewer provider to the site. Tualatin Valley Water District (TVWD) is the water service provider to the site.

TVWD water service is available from existing waterlines located in SW Barnes Road as well as along the Tri-Met access road to the west of the proposed parking area. Water is readily available to serve the proposed guard structure. Water for irrigation is proposed to be provided from the existing well on the site. Potable water for the guard structure must be provided from a public water source. There is adequate water capacity to serve the proposed development.

City of Beaverton sanitary sewer service must be extended from an existing line in SW Valeria View Drive through SW Barnes Road to serve the subject site. There is

sufficient capacity to serve the proposed development with the sanitary sewer line extension.

Storm water from the parking area will be treated through a water quality facility located in the center of the parking area and will then be conveyed through a new connection to the public storm system in SW Barnes Road. There is adequate storm water capacity to serve the proposed development.

The Facilities Review Committee in review of the proposal finds that the capacity of the existing systems are adequate to support the increase uses of these critical facilities.

Transportation

The subject site is adjacent to SW Barnes Road, between the Highway 217 terminus and the TriMet Sunset Transit Center access road, north of Highway 26. The subject site is part of the Sunset Station and Barnes Road PUD which was approved in 2013 and involved extensive transportation modeling and trip analysis. The conditions of approval for the PUD spell out all the transportation improvements that are necessary over the course of development of the entire PUD. As each phase of development is proposed a mini-TIA must be completed to determine what improvements are required for the proposed development. Given that this facility is intended to generate, at full build-out, an additional 304 a.m., and 311 p.m., peak hour trips, the impacts of the proposed development are significantly less than those anticipated at full build out of this site, as identified in the PUD (1,228 a.m. and 1,844 p.m. peak trips). As the trip generation for this proposal is significantly less than those anticipated by the full buildout of this parcel large scale mitigation improvements associated with this parcel are not yet warranted, and will be required with later phases of development.

TriMet has an easement on the Sunset Transit Center access road to the signalized intersection at SW Barnes Road. The applicant is working with TriMet on its proposal to jointly use the access road. The parking lot is likely to heavily serve transit riders. TriMet has provided a letter to the City indicating that it supports this concept and will continue to work with the applicant on this approach, but is concerned that bus queue times may be extended at that intersection. The applicant and TriMet are working to establish an understanding regarding modifications that would be needed to the intersection in the event delays on bus routes occur. While it is likely that this access point will be utilized as part of the proposal, the applicant has also provided a secondary access point on SW Barnes Road which can be utilized in the case that an agreement is not reached with TriMet. The applicant has provided a worst case analysis in their TIA that evaluates that secondary SW Barnes Road intersection in the event it becomes the only point of access for the parking area. In addition the applicant provided in a supplemental addendum to the TIA an analysis of the trip split would both access points be utilized, as is intended.

The Sunset Station and Barnes Road PUD approved access locations for the entirety of the PUD, including the station site parcel, on which this proposed development is located. The PUD identified which intersections were to ultimately be full movement with signals and which were to be right-in/right-out only. The

applicant proposes to align the secondary access to SW Barnes Road at the future signalized intersection location. At this time, the proposed trip generation is not sufficient to warrant full signalization of the intersection so interim right-in/right-out access is proposed until a signal is warranted by future development. The applicant has provided a supplemental memorandum dated February 26, 2019 which analysis the proposed option of both accesses to the surface parking lot being constructed and available. The previous TIA only included analysis for either/or worst case scenario options for the private street to SW Barnes Road and the TriMet access road, respectively. The additional analysis has been reviewed by Washington County who have provided findings and conditions in Exhibit 4.1 attached hereto stating that they concur with the applicant's TIA and supplemental addendum and the findings provided therein.

The applicant's site plan shows sidewalk construction along SW Barnes Road, which will be required, as a condition of approval, to meet City standards of 10 feet in width with trees in tree wells every 30 feet on center. The applicant's plans do not show sidewalks extending east of the proposed Barnes Road access. The applicant has requested to utilize the existing TriMet pedestrian connection through the transit center connecting to the SW Barnes Road/Highway 217 intersection to provide the needed pedestrian connection to the existing pedestrian system east of the subject site. Given that no new construction is proposed on the eastern portion of the site staff concurs with the request so long as TriMet consents and adequate pedestrian lighting is provided. Staff recommends a condition of approval that pedestrian access to the east be provided either through a public sidewalk along SW Barnes Road or by utilizing the existing TriMet walkway and ensuring adequate lighting for either option.

ODOT has provided recommended conditions of approval for the proposed surface parking facility, included herein as Exhibit 4.2. No conditions of approval have been included in the recommended conditions of approval.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). The applicant has provided a service provider letter from TVF&R with no conditions of approval.

The Committee finds that the proposed development will provide the required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

Schools

The proposed development does not include new housing units and therefore does not directly affect the Beaverton School District (BSD).

Transit Improvements

The proposed site is located directly adjacent to TriMet’s Sunset Transit Center which is served by Blue and Red line MAX light rail as well as numerous bus lines. The applicant proposes pedestrian connections from the parking lot to the transit center. In addition the applicant proposes to utilize the TriMet access road in order to provide additional parking spaces to serve the transit center, as well as other local uses. No additional transit improvements are necessary in association with the proposed parking lot development.

Police

The Beaverton Police Department serves, and will continue to serve, the subject site.

Pedestrian and Bicycle Facilities

The subject site is adjacent to SW Barnes Road, west of Highway 217 and north of Highway 26. The sites frontage is not improved with bicycle and pedestrian facilities. The applicant’s proposal shows the addition of sidewalks along the development area frontage from the TriMet access road to the Barnes Road access to the parking lot. As discussed in response to criterion A above, staff recommends a condition of approval that sidewalks be provided between the Tri-met access point and the proposed parking lot access point, and either continuing on to the signalized intersection of Barnes Road and the Highway 217 off-ramp along SW Barnes Road or utilizing the existing pedestrian connection from Sunset Transit Center. Both routes provide a pedestrian connection from the parking lot to connect with existing pedestrian facilities in the area. Adequate pedestrian scale lighting must be provided along frontage improvements.

Parks

The site will continue to be served by the Tualatin Hills Park and Recreation District (THPRD).

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal as conditioned.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

- C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).***

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Station Community-Sunset (SC-S) zone, as applicable to the aforementioned criterion. As demonstrated in the chart, the development proposal meets all applicable standards by meeting the conditions of approval.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.***

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, as applicable to the above mentioned criteria. Staff will provide findings for the applicable Design Review Guidelines (Code Section 60.05) within the Design Review section of the staff report.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.***

The applicant states that the owners will provide for routine maintenance of the proposed parking lot and guard structure. The shared TriMet access point, if consented to by TriMet, will be the subject of a joint maintenance agreement between the two parties. The access from SW Barnes Road will be the responsibility of the applicant to maintain. The applicant has not proposed a trash enclosure, but states that trash will be collected regularly from the site. In order to ensure an attractive and easy to maintain facility staff recommends a condition of approval that the applicant provide a trash enclosure and screen it consistent with the Design Standards in Chapter 60 of the Development Code. The proposal, as conditioned, will not preclude adequate maintenance of the proposed facilities. Staff concurs that the property can be maintained by the property owner in accordance with the requirements of the City of Beaverton.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

In review of Criterion F, staff incorporates the findings prepared in response to A and B above. The applicant proposes to connect to SW Barnes Road at the intersection location approved with the Sunset Station and Barnes Road PUD in 2013. The proposed parking lot does not generate sufficient trips to warrant signalization of the intersection at this time. As the intersection will not yet be signalized, as is its ultimate requirement, the Barnes Road access will be right-in/right-out until such time as signalization is warranted, with future intensification of development on the site. In addition to the SW Barnes Road connection the applicant proposes to connect to the existing TriMet access for Sunset Transit Center and the Sunset Park and Ride garage. The two access points will be connected via a private access drive which will provide a single point of access to the proposed parking lot. Access control to the parking lot will be provided with automated gates and pay systems. The internal parking lot circulation for vehicles is safe and efficient.

Pedestrian connections are proposed along the site entrance to the parking lot from both site entry points. Within the parking lot area east-west connections are proposed through the parking areas as well as to Sunset Transit Center. No north-south connections are proposed within the parking lot area, however in order to provide greater connectivity and safe walking areas within the parking lot a centrally located north-south pedestrian connection will be required as a condition of approval.

In review of the plan, the Committee finds that by meeting the recommended conditions of approval, the site will have safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

In review of Criterion G, staff incorporates the findings prepared in response to A, B and D above, including conditions. The applicant will be required to provide sidewalks along SW Barnes Road and to connect to existing pedestrian systems to the east and west of the proposed development as well as additional pedestrian connections within the parking lot area. By meeting the conditions of approval the pedestrian circulation systems will connect with the surrounding circulation system in a safe, efficient and direct manner. The on-site vehicular system will connect to the surrounding transportation system in a safe, efficient and direct manners.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Fire protection will be provided to the site by TVF&R. TVF&R has provided a Service Provider Letter for the proposed development with no associated conditions of approval. The proposal will also be required to show compliance to the City's Building Code Standards prior to issuance of building permits, which includes compliance with other TVF&R standards.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.

The applicant states that the proposal includes an on-site security presence to discourage crime. The applicant proposes on-site lighting for the parking area and will be required to provide lighting for all pedestrian area proposed or conditioned, in compliance with the City's Technical Lighting Standards.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant states that grading will be designed to mitigate adverse impacts to neighboring properties as well as public systems. Grading will be limited to the area identified for the surface parking lot and access points. Minimal amounts of grading are necessary to construct the proposed improvements.

The applicant has submitted a Preliminary Storm Water Management Report, which demonstrate compliance with existing regulations and quantifies the runoff from the site. Storm water will be treated in a surface storm water system through the center of the parking area and ultimately connect to the public storm water system in Barnes Road.

The City Engineer has reviewed the proposed grading and Storm Report, and has identified recommended standard conditions of approval. These recommended conditions are necessary to ensure the proposed site work will be in compliance with adopted codes and standards and to ensure the proposal will not have an adverse impact to surrounding properties.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

The applicant will be required to meet all applicable accessibility standards of the Uniform Building Code, the Uniform Fire Code, and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, it appears that the general site layout can meet accessibility requirements. Accessibility is thoroughly evaluated through the site development and building permitting reviews. As a condition of approval, the site shall be in conformance with all ADA requirements. This requirement is in conformance with the Development Code.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for approval.

L. The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.

The application was submitted on November 26, 2018. The application was deemed complete on January 22, 2019. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds that the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Station Community-Sunset (SC-S) District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20 (Station Community-Sunset)			
Use - Conditional	Parking as a principal use	The applicant proposes a two phased 460 space parking lot with 260 spaces in phase one and 200 spaces in phase two.	Subject to CU approval
Development Code Section 20.20.15 (Regional Center-Transit Oriented)			
Minimum/Maximum Lot Area	None	The proposal does not include changes to the existing parcel.	N/A
Floor Area Ratio	Min: 0.60 Min. w/ DRBC: 0.00 Max: None	The proposed includes a request for a Design Review Build-out Concept Plan (DRBCP) to show how future floor area can be accommodated on site in order to meet the minimum FAR in future development phases.	Yes, subject to DR approval
Minimum Lot Dimensions	None	N/A	N/A
Minimum Yard Setbacks Front Side Rear	0 ft. 0 ft. 0 ft.	All setbacks are in excess of the zero foot minimum. Only a small guard structure is proposed on site.	Yes
Maximum Front Yard Setback	Governed by Design Review	Front yard setbacks are regulated by Design Review as the site is adjacent to a Major Pedestrian Route.	See DR Findings
Maximum Building Height	120'	The proposed building height of the guard structure is approximately 10 feet.	Yes

Chapter 60 – Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Construction of a new parking lot as well as a guard structure and associated landscaping. The applicant has requested a Design Review Build-out Concept Plan in order to provide less than the minimum FAR with this phase of development.	Refer to DR findings
Development Code Section 60.10			
Floodplain Regulations	Requirements for development within floodplains.	The subject site is not within the floodplain.	N/A
Development Code Section 60.25			
Off-Street Loading	Off-street loading requirements.	No loading is required for a parking lot.	N/A
Development Code Section 60.30			
Off-street motor vehicle parking	There are no parking requirements for Parking as a Principal Use for vehicles or bicycles.	The applicant proposes 460 parking spaces over two phases of development as well as 23 bicycle parking spaces.	Yes
Development Code Section 60.40			
Sign Regulations	Requirements pertaining to the size and location of signs	Signs are not approved through the Design Review process. Sign permits will be needed prior to installation.	N/A
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes, w/COA

Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	The applicant does not proposed to remove any trees of sufficient size to be considered Community Trees and no protected trees exist on the site.	N/A
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant proposes to underground overhead utilities where frontage improvements are required. The Committee proposes a standard condition of approval to ensure utility undergrounding complies with Section 60.65.	Yes-with COA
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	There are not significant natural resources on the site.	N/A

**CU2018-0023
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL**

Section 40.03.1 Facilities Review Approval Criteria:

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

Section 40.15.15.3.C New Conditional Use Approval Criteria:

In order to approve a New Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The proposal satisfies the threshold requirements for a Conditional Use application.*

The applicant proposes a 460 space surface parking lot with an approximately 200 square foot guard structure. The proposed parking is the primary use of the site, therefore is classified as 'Parking, as a Principal Use' which is a Conditional Use in the Station Community-Sunset (SC-S) zoning district, meeting Threshold 1 for a New Conditional Use:

- 1. The proposed use is conditionally permitted in the underlying zoning district and a prior Conditional use approval for the proposed use is not already in effect.*

Therefore, staff finds the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant paid the required fee associated with a New Conditional Use application.

Therefore, staff finds the proposal meets the criterion for approval.

3. *The proposal will comply with the applicable policies of the Comprehensive Plan.*

The applicant's response to Criterion No. 3 states that the proposal satisfies the applicable sections of the Comprehensive Plan. Staff cites the following comprehensive plan policies and associated findings as applicable to this criterion:

Chapter 3 (Land Use Element)

Goal 3.6.1: Support pedestrian-oriented mixed use areas.

Policies:

- a) *Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.*
- b) *Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.*
- c) *Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.*

In response to a-c above the applicant states that they acknowledge the goals for station communities such as Station Community-Sunset. Further the applicant states that the proposed surface parking lot is intended as an interim use and has been designed to allow further development and intensification of the remainder of the property as well as over the proposed surface parking area. In aligning with the applicant's intention that this use is interim in nature staff recommends a condition of approval that the Conditional Use expire should the active use of the surface parking facility cease for a period of one year or greater. The applicant has further provided a Design Review Build Out Concept Plan which identifies how the site can be further intensified to meet the intended development identified above. Staff finds that the applicant's proposal does not preclude compliance with the policies identified above.

Goal 3.6.4: Station Communities: Encourage development and redevelopment around light rail stations that leverages proximity to light rail as an amenity for urban living/working and supports a variety of transportation modes.

Policies:

- a) *Encourage vertical mixed use development that provides for street-level retail while accommodating housing or office uses above, to support businesses that rely on foot traffic.*

The applicant, states that the proposed development is intended as an interim use until such time as the intended high density mixed use development is constructed on the station parcel. The envisioned development will include street level retail with a mixture of housing situation above. The design of the surface parking facility is intended to facilities development on the remainder of the site as well as redevelopment of the surface parking lot by aligning the parking lot with the intended future block pattern, which allows for an urban style street grid within the site.

- b) *Incorporate high-density residential development, particularly within a half-mile walking distance of the light rail station, to provide the highest accessibility to light rail to the greatest number of households.*

The applicant states that the owner is committed to promoting a variety of multi-story mixed use buildings within half-mile of the light rail station in order to promote walking and convenient access. The DRBCP provided by the applicant shows the intended layout of the site, including the general street pattern within the site. The SC-S zoning district has minimum residential densities that must be met within the district boundaries (all properties within the SC-S zoning district are within the Sunset Station and Barnes Road PUD). As development occurs within the PUD boundary staff evaluates the proposal to ensure the minimum housing number of 1899 units is not precluded by the proposed development. The proposal for the surface parking lot does not preclude meeting the minimum housing requirements of the SC-S zoning district, as adequate additional space is provided to meet the housing goals as well as the design of the parking lot to facilitate redevelopment.

- c) *Encourage new multi-story commercial / employment development that increases the number of employees who have direct and convenient access to transit.*

The applicant states that based on the DRBCP the site will contain 9 blocks with a variety of multi-story commercial/housing structures. The preliminary program provided in the DRBCP shows approximately 60,000 square feet of commercial space and 988 dwelling units on the site. Given the proximity of the development to the Sunset Transit Center the full build out of the site would provide convenient access to transit for residents and employees in the area. The parking lot as proposed is intended to serve as a park and ride facility, supporting transit access into the downtown core in the interim, helping to meet the demand for park and ride facilities that the existing garage cannot accommodate.

- d) *Limit surface parking to encourage compact development and reduce the space between buildings to support walking between destinations.*

The applicant states that the proposed development is an interim use until the site is redeveloped with a mix of high density residential and commercial uses. The applicant's DRBCP provides a street grid and building footprint plan that shows a dense style of urban development is envisioned including parking within or below proposed structures. It is ultimately intended that the surface parking lot be replaced with structured parking beneath the development thus reducing the amount of surface parking and creating a walkable urban grid of development. The subject site is currently vacant, the proposal for a surface parking facility will provide significant pedestrian improvements to the area, including external and internal sidewalks and pedestrian connections to the transit center.

- e) *Within a half-mile of the light rail station platform and along routes that are likely to be used by pedestrians to access public transportation, require development to provide the pedestrian-oriented design features such as windows, awnings, detailed building facades and street furniture.*

Staff sites the Design Standard analysis included in the Design Review Three section of this report as applicable to this policy. The applicant is proposing, and conditioned to provide, a robust pedestrian network through and adjacent to the proposed surface parking lot. The only structure proposed is the guard structure which is limited in size to 200 square feet and provides for a small office and bathroom facility for the security officer who will be on site. All future development on the site will be required to comply with the Design Standards and

Guidelines as well which reflect this Comprehensive Plan policy.

Therefore, staff finds that by meeting the conditions of approval, the criterion is met.

4. *The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.*

In response to Criterion No. 4, the applicant states that the site is located on a parcel that contains 22.61 acres. The proposed surface parking area will utilize just under 5.5 acres of the subject site, leaving a large percentage of the site available for additional development. The application additionally states that the proposed parking area is intended to be an interim use of the site and can be easily modified to adapt to future redevelopment. The applicant proposes to align the access to the site with the fully signalized future intersection, as approved with the Sunset Station & Barnes Road PUD. The proposed access drive is designed to accommodate a future internal block pattern to facilitate the intended level of urban style development on the site. The applicant has applied for a Design Review Build-out Concept Plan (DRBCP) which shows how future intensification of the site can be provided to meet the envisioned intensity of development. Staff finds that the site can accommodate the proposed surface parking lot, the design proposed allowed for further development and redevelopment of the site to desired intensities.

Therefore, staff finds the proposal meets the criterion for approval.

5. *The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.*

In response to Criterion No. 5, the applicant states that the proposed development is compatible and complementary to the existing Sunset Transit Center currently operated by TriMet. Functionally the surface parking lot provides additional capacity immediately adjacent to the TriMet park and ride facility which is routinely over capacity, particularly during peak commuting times. The proposed internal connection to the TriMet access and parking structure would allow for overflow parking into the proposed surface parking lot. The applicant states that the parking lot will help to reduce illegal parking on private property north of SW Barnes Road as well as on-street parking south of Highway 26, near the pedestrian bridge over Highway 26.

The subject site is bounded by major roads on three sides and an internal TriMet access road on the fourth side. Residential uses are not located within close proximity of the site. Impacts of the proposed surface parking lot will be minimal in relation to the existing uses in the area which are primarily office and medical uses.

Staff finds that the size, location and functional characteristics of the proposal are reasonably compatible with and have minimal impact on surrounding uses.

Therefore, staff finds the proposal meets the criterion for approval.

6. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant submitted the application on November 26, 2019 and was deemed complete on January 22, 2019. A Design Review Three application is being processed concurrently with the subject request for a Conditional Use. The Conditional Use application is dependent upon approval of the Design Review Three application. Staff recommends a condition of approval which states that approval of the Conditional Use application is subject to approval of the associated applications.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **CU2018-0023 (Sunset Surface Parking)** subject to the applicable conditions identified in Attachment D.

**DR2018-0167
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Section 40.03.1 Facilities Review Approval Criteria:

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.20.15.3.C Approval Criteria: In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The proposal satisfies the threshold requirements for a Design Review Three application.*

The applicant proposes to construct a 460 space surface parking lot, with a guard structure, over two phases. The subject site is located in the Station Community-Sunset (SC-S) zoning district and has a minimum Floor Area Ratio (FAR) requirement of 0.60. The proposed guard structure will not meet the minimum FAR requirements of the SC-S zoning district, as such the applicant proposes to utilize the Design Review Build-out Concept Plan (DRBCP) option, described in Section 40.20.15.5 of the Development Code. Additionally the applicant proposes to construct the parking lot in two phases, the first phase including 263 parking spaces, access road, guard structure, and associated site improvements. The second phase would reconfigure three parking spaces to allow for a total of 460 parking spaces across both phases. The applicant's plans, which utilize the DRBCP option described in Section 40.20.10.5 of the Development Code meet Threshold 5 for a Design Review Three.

5. Projects proposed utilizing the options described in Section 40.20.10.5.

Therefore, staff finds that the criterion is met.

2. ***All City application fees related to the application under consideration by the decision making authority have been submitted.***

The applicant paid the required fees for a Design Review Three application.

Therefore, staff finds that the criterion is met.

3. ***For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).***

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met.

Therefore, staff find the proposal will meet the criterion for approval by meeting the conditions of approval.

4. ***For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:***

- a. ***A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or***
- b. ***The location of existing structural improvements prevent the full implementation of the applicable guideline; or***
- c. ***The location of the existing structure to be modified is more than 300 feet from a public street.***

The project proposal is a new development. Therefore, this criterion, which pertains to additions or modification of existing development, does not apply.

Therefore, staff find the criterion is not applicable.

5. ***For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.***

The applicant proposes to utilize the DRBCP process for the proposed development. Development Code Section 40.20.10.5.A contains three provisions which must be met in order for a DRBCP to be approved:

- 1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership;*
- 2. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases;*
- 3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP.*

In response to criterion 1. The applicant's current proposal for surface parking includes an approximately 200 square foot guard structure as the only floor area proposed at this time. The applicant has provided a DRBCP concept plan on sheet C201 that shows an internal street grid which creates urban style blocks and identifies moderate building square footages that range from two (2) to four (4) stories per block based on the provided lot coverages and square footages.

The SC-S zoning district has a maximum height of 120 feet, with no minimum setbacks. This site is intended for intense urban style development. The applicant has stated that the surface parking lot is intended as an interim use and that the parking lot has been designed to allow for continued intensification of the site, as well as future redevelopment of the parking lot into urban style development.

Given the maximum heights and desired intensities on the site the applicant's DRBCP analysis is a fairly conservative estimate for future potential intensification of the site. With the proposed gross floor area identified in the table on sheet C201 of the applicants plans as a total of 667,115 square feet and the net parcel size as 15.35 acres the proposed DRBCP buildout is at a 0.95 FAR.

The applicant, through the Sunset Station & Barnes Road PUD, has identified and received approval for specific access locations to SW Barnes Road. The applicant has aligned their primary access location to SW Barnes Road where the future signalized intersection is approved. The applicant's traffic analysis shows that there are not currently sufficient trips to warrant full signalization of the intersection, however by aligning the access with the future signalization area the applicant has created an access road that can serve future additional development to the site and provide signalization when sufficient trips are proposed to warrant full signalization. Staff finds that the design of the proposed surface parking lot allows for future intensification of the site by aligning the parking lot infrastructure with an urban block pattern on the subject site which can serve future intensification.

In response to criterion 2. The applicants proposal shows development only outside of the surface parking area as counting toward meeting the FAR requirement with future

development. While it is intended that the parking lot is an interim improvement the applicant has provided plans showing that the minimum FAR may be reasonably met on the site without relying on removal of the guard structure.

In response to criterion 3. Staff cites the Design Guidelines analysis contained in this report which finds that the proposal meets, or can be conditioned to meet the Design Guidelines applicable to the proposed development.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

6. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; March 2010]***

The project proposal meets application Threshold #5 and, accordingly, is not subject to Design Standards.

Therefore, staff find the criterion is not applicable.

7. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is applying to instead meet the applicable Design Guideline(s).***

The project proposal meets application Threshold #5 and, accordingly, is not subject to Design Standards.

Therefore, staff find the criterion is not applicable.

8. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted all documents related to this request for Design Review Three approval. A Conditional Use application is being processed concurrently with the subject request for Design Review Three. The Design Review Three application is dependent upon approval of the Conditional Use application. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to approval of the Conditional Use application.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 *Building Design and Orientation Guidelines.* *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. *Building Elevation Design Through Articulation and Variety*

B. *Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided.* (Standard 60.05.15.1.A and B)

The only building proposed with this project is a guard structure located near the parking lot entrance. The applicant state that the proposed building is designed in a rustic northwest style with cultured stone wainscoting on the lower third of the building with lap siding on the upper two-thirds of the building. The building has 12 inch eaves around its entirety. The northern elevation has windows which face the automated entrance gates. The western elevation has windows and a door as well as a six foot covered porch area. The guard structure is 200 square feet in size with a 10 foot front elevation width and 20 foot side elevation length, excluding the 6 foot covered porch area. The eastern and southern elevations are screened by significant landscaping, including shrubs, trees, and ground cover. The structure is set back 20 feet from the sidewalk along the private street and uses vegetation to provide screening and interest along the street facing elevations. Staff concurs that adequate visual interest is provided.

Therefore, staff find the Guideline is met.

C. *To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized.* (Standard 60.05.15.1.B)

The applicant states that the guard structure is only 20 feet long and 10 feet wide and due to the limited size of the building the entrance will receive standard treatment and contain a man door, and a windows. The entry is covered by a 6 foot porch area which is accentuated with rough timber pillars holding up the roof structure. Given the small size of the building staff finds that vertical elements area adequate emphasized.

Therefore, staff find the Guideline is met.

D. *Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities.* (Standard 60.05.15.1.B) [ORD 4531; March 2010]

The applicant states that the proposed guard structure is intended to be an accessory use in support of the surface parking area. The building itself is a single story structure that is of pedestrian scale. The building entrance contains a standard man door and a window. The entrance will also have a covered porch which is located on the pedestrian walkway between the public street sidewalk and the parking lot entrance. The guard structure is also set back from the private street in order to let landscaping be the predominant feature experienced by pedestrians along the sidewalk. Staff concurs that the buildings are of a comfortable pedestrian scale.

Therefore, staff find the Guideline is met.

E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; May 2010]

The applicant states that all sides of the structure have been architecturally treated. The building is located along the access to a surface parking lot and set back 20 feet from a private street. The applicant proposes to utilize different exterior materials, windows, a porch, a door, and vegetation to provide visual interest to the 200 square foot structure. The eastern wall which is 20 feet in length and contains two material treatments will be further broke up by 3 trees and dense shrub which break up the façade area. Staff finds that the proposed guard structure is adequately articulated.

Therefore, staff find the Guideline is met.

2. Roof Forms as Unifying Elements

A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be highlighted. (Standards 60.05.15.2.A and B)

The applicant states that the guard structure is sloped with 12 inch eaves and a 6 foot porch cover. The pitch of the roof structure is 5/12 providing a significant pitch and focal point. Staff concurs that the roof provides significant pitch and a focal point.

Therefore, staff find the Guideline is met.

B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

The applicant does not propose a flat roof.

Therefore, staff find the Guideline is not applicable.

3. Primary building entrances

- A. *Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, the design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. (Standard 60.05.15.3.A)*

The applicant states that the building entry contains a covered porch six (6) feet deep and ten (10) feet in width, providing weather protection from rain and sun. Staff have reviewed the primary building entrance design and concur with the applicant that the design of the entrances is differentiated and provides weather protection for pedestrians.

Therefore, staff find the Guideline is met.

- B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3.B)*

The applicant states that the guard structure contains a covered porch area 60 square feet in size and the facade is treated with a cultured stone wainscot, lap siding, window and a man door. The front façade is only 10 feet wide, the porch provides a change in massing from other elevations, however the door and window take up the majority of the elevation. Staff concur with the applicant that the primary building entrance is adequately emphasized.

Therefore, staff find the Guideline is met.

4. Exterior Building Materials

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standard 60.05.15.4.A)*

The applicant states that the dominant materials proposed for exterior walls are cultured stone wainscot and lap siding. Windows are proposed on two elevations. Staff concurs with the applicant that the proposed materials convey a sense of durability and adequate windows are provided.

Therefore, staff find the Guideline is met.

- B. *Where masonry is used for exterior finish, decorative patterns (other than running*

bond pattern) should be considered, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to developments in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)

The applicant states that the lower third of the building is treated with cultured stone wainscoting which resembles basalt. No brick is proposed to be used. The variation in the proposed wainscoting is sufficient to provide visual interest. Staff concurs that adequate decorative patterns are provided in the wainscoting.

Therefore, staff find the Guideline is met.

- 5. *Screening of Equipment.*** *All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)*

The applicant states that no rooftop units are proposed. One ground mounted heating unit is proposed, the applicant states it will be screened to the extent possible. Staff recommends a condition of approval that all mechanical units be screened in conformance with Design Standards 60.05.15.5.A-C.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

- 6. *Building Location and Orientation in Multiple Use and Commercial districts.***

- A. *Buildings should be oriented and located within close proximity to public streets and public street intersections. The overall impression, particularly on Class 1 Major Pedestrian Routes, should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standard 60.05.15.6.A and B)***

The site abuts SW Barnes Road which is a Major Pedestrian Route. The only structure proposed is a guard structure, which by its nature should be located near the entrance to the surface parking area so the security guard can attend to any issues that may arise when people use the automated system and provide security to the adjacent parking lot. While buildings are generally desired along Major Pedestrian Routes the small size of the guard structure would not provide significant street enclosure as is desired by this guideline, should it be placed at the street. Staff finds that given the proposed use of the building and the site as a surface parking lot the location and orientation of the guard structure is appropriate. Future development and redevelopment of the site with significant floor area will provide development adjacent to

SW Barnes Road as well as along future internal streets creating the envisioned pedestrian environment.

Therefore, staff find the Guideline is met.

- B. *On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building.* (Standard 60.05.15.6.B and D)

The site is abutted by only one Major Pedestrian Route.

Therefore, staff find the Guideline is not applicable.

- C. *On Class 1 Major Pedestrian Routes, building entrances should be oriented to streets, or have reasonably direct connections to streets and pedestrian and transit facilities.* (Standard 60.05.15.6.C and D)

As previously discussed the guard structure is located along the entrance drive to the surface parking area. However the site provides direct pedestrian access to Sunset Transit Center, the anticipated major destination of patrons of the parking lot. The proposal includes the addition of sidewalks along SW Barnes Road, the new internal private street, as well as through the parking area and connecting to Sunset Transit Center and TriMet's internal pedestrian network that also leads to SW Barnes Road at the Highway 217 off-ramp which provides pedestrian access to Saint Vincent Hospital and other offices uses in the vicinity. Staff finds that reasonably direct connections to street and pedestrian and transit facilities are provided.

Therefore, staff find the Guideline is met.

7. Building Scale Along Major Pedestrian Routes.

- A. *Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted.* (Standard 60.05.15.7.A and B)

The applicant states that the guard structure is an auxiliary structure to the primary surface parking use and is proposed to be an interim use. Given the small size, 200 square feet, and purpose of the structure, weather protection and restroom facilities for a security guard, it is not practical for the structure to be more than one story in height. The use is set back from the street to serve the needs of the parking facility. Due to the location of the building if it were to be more than one story in height it would not serve to provide street enclosure. The applicant has proposed plantings along the public street to provide visual screening for the parking area. Staff finds that the proposed single story structure is appropriate, and is not located at the right-of-way edge.

Therefore, staff find the Guideline is met.

- B. *Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated height wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A)*

No buildings are proposed near the Major Pedestrian Route, SW Barnes Road.

Therefore, staff find the Guideline is not applicable.

8. Ground Floor Elevations on Commercial and Multiple Use Buildings.

- A. *Excluding residential only development, ground floor building elevations should be pedestrian oriented and provide views into retail, office or lobby space, pedestrian entrances or retail display windows. (Standard 60.05.15.8.A)*

The applicant states that the ground floor elevations are treated with architectural features including windows, doors, and differentiated materials. Given the relatively small size, and the use of the building as a guard structure, the windows and door are located on two of the elevations. The remaining two elevations are heavily landscaped to provide additional screening and visual interest. The internal uses of the building, are an office with windows, and a restroom. The restroom facility which occupies the rear of the structure is not suited for windows. Staff concur that views into the space are provided where reasonable and landscape screening is provided in areas windows are not appropriate.

Therefore, staff find the Guideline is met.

60.05.40. Circulation and Parking Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. **Connections to public street system.** *The on-site circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets. (Standard 60.05.40.1)*

The applicant states that the proposed on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and will connect to abutting streets. The applicant proposes to connect to SW Barnes Road at the location of the future signalized intersection, as approved by the Sunset Station and Barnes Road PUD. In the interim the proposed intersection with SW Barnes Road will be right-in / right-out only until future development provides sufficient warrants to allow for construction of the traffic signal. The applicant proposes a pork-chop style median at the access drive to limit traffic to right-in / right-out. In addition the applicant proposes a connection to the TriMet access road which currently

has a signalized intersection with SW Barnes Road. Sidewalks are proposed, and conditioned, along SW Barnes Road along the improvement frontage as well as along the internal private street and connecting to the pedestrian circulation system at Sunset Transit Center. The proposal can be found to adequately connect to the public transportation system.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

2. *Loading area, solid waste facilities, and similar improvements.*

A. *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)*

The applicant states that due to the nature of the proposal there are no loading or solid waste facilities but that trash will be removed via regular service through the local waste hauler. The applicant does not proposed a trash enclosure. While the proposal will likely result in limited waste, trash facilities will be necessary, as such staff recommends a condition of approval that the applicant provide a trash enclosure that meets the screening requirements of Section 60.05.20.2 of the Development Code. Staff finds that by providing a trash enclosure consistent with the screening requirements of Section 60.05.20.2 the proposal will meet the criterion for approval.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

B. *Except in Industrial districts, loading areas should be deigned and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)*

No loading areas are proposed or required.

Therefore, staff find the Guideline is not applicable.

3. *Pedestrian circulation.*

A. *Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)*

The applicant provides pedestrian connections to the public street system, the guard station, and Sunset Transit Center. The applicant provides east/west pedestrian connections through the parking area, however north/south connections are not provided outside of the sidewalk along the private street. Staff proposes a condition of approval that a north/south centrally located pedestrian connection be provided in both phases to better connect parking spaces to exterior destinations.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

- B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)*

The applicant provides a pedestrian connection to SW Barnes Road and the TriMet access road along the private street. There are significant grades between the proposed parking lot and the public street along SW Barnes Road as well as the TriMet access. The applicants proposed connections are sufficient given the natural barriers which preclude more frequent connections.

Therefore, staff find the Guideline is met.

- C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)*

The applicant provides direct pedestrian connections from the parking lot and guard structure to SW Barnes Road and Sunset Transit Center. Staff concur that pedestrian connections are provided to adjacent public streets.

Therefore, staff find the Guideline is met.

- D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standard 60.05.20.3.C through E)*

The applicant provides pedestrian connections that run east/west through the parking area and are generally separated from drive isles and parking areas. The applicant has not proposed north/south connections through the parking area, as such staff recommends a condition of approval that the applicant provide a centrally located north/south connection in each phase of development. Due to the steep slopes between SW Barnes Road and the TriMet access road more frequent pedestrian connections to the public street system are precluded.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

- E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.3.A through H)*

The applicant provides sidewalks along all public streets as well as an extensive internal east/west pedestrian walkway system. With the addition of the north/south pedestrian

connection staff finds that the pedestrian system is adequate.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

Pedestrian ways are designed for safe movement and constructed with hard surface materials. The applicant proposes to construct pedestrian connections with concrete, it is not clear what material is proposed when pedestrian connections cross drive aisles, as such staff recommends a condition of approval that where pedestrian connections cross drive aisles they shall be constructed of concrete to provide visual separation. With the proposed condition of approval staff concurs that the applicant has proposed hard durable differentiated surfaces for pedestrian connections.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

- 4. *Street frontages and parking areas.* Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)**

The applicant states that the surface parking areas will be landscaped with a mixture of trees, shrubs and ground cover. Parking stalls located along the perimeter will be screened with a landscape hedge. The applicant's landscape hedge shows a dense row of shrubs along SW Barnes Road to block headlight glare from the parking lot. Existing trees along the street frontage are proposed to remain and additional trees planted to provide additional screening of the surface parking lot. In addition, the parking lot is located approximately ten (10) feet in height above the sidewalk due to the existing grades of the site and contains landscape screening. Staff concurs that screening is provided along public streets.

Therefore, staff find the Guideline is met.

- 5. *Parking area landscaping.* Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standard 60.05.20.5.A through D)**

The applicant proposes landscape islands containing trees and ground cover. The applicant states that parking areas are designed with landscape islands dividing larger rows of parking spaces and providing trees to soften and shade the parking lots.

Therefore, staff find the Guideline is met.

6. Off-Street parking area frontage in Multiple-Use zones.

- A. *Surface parking should occur to the side or rear of buildings and should not occur at the corner of two Major Pedestrian Routes. (Standard 60.05.20.6)*

The applicant proposes parking as a principle use at this location, intending surface parking to be an interim use of the site. The applicant states that as future development and redevelopment occur on the site the parking lot and guard structure will be removed and replaced with buildings located along street frontages. As for the current proposal, SW Barnes Road is a Major Pedestrian Route. The only building proposed at this time is a guard structure which is located at the entrance to the parking lot. The guard structure would not reasonably serve its function or providing security and assistance if it were located along SW Barnes Road, away from the entrance to the parking lot and the anticipated primary destination of parking lot users, Sunset Transit Center. The parking lot is set back approximately 20 feet from the public right of way, is approximately 10 feet above the sidewalk grade, and is further screened with shrubs and trees. The parking lot is intended to be an interim use of the site, being replaced by future structures which will provide a street presence along SW Barnes Road. Parking is not proposed at the intersections of Major Pedestrian Routes.

Therefore, staff find the Guideline is met.

- B. *Surface parking areas should not be the predominant design element along Major Pedestrian Routes and should be located on the site to safely and conveniently serve the intended users of the development, without precluding future site intensification. (Standard 60.05.20.6)*

The proposed parking location is designed in close proximity to Sunset Transit Center to serve anticipated users and act as overflow parking for the Sunset Transit Center parking structure which often fills up early in the morning commute. The proposed location west of the private street will allow the future street network to the east of the parking lot to be developed while allowing the parking lot to continue to function. The location of the parking will include a future connection to the existing bridge over the TriMet access and future intensification is intended of the proposed surface parking use which is intended to be interim. Parking areas along the Major Pedestrian Route are screened by landscape areas.

Therefore, staff find the Guideline is met.

7. Sidewalks along streets and primary building elevations in Multiple Use and Commercial districts.

- A. *Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)*

The applicant states that the sidewalks provided meet the Engineering Design Manual street standards for their street classifications. The applicant proposes sidewalks along

the street frontage between the TriMet access road and the internal private street, along the private street and connecting to the TriMet pedestrian network. Staff recommends a condition of approval that TriMet consent to the connection to their internal transportation system prior to Site Development Permit issuance or the applicant provide additional sidewalks along the remainder of the parcel frontage which are not impacted by the proposed development in order to provide a pedestrian connection to the Barnes Road/Highway 217 intersection. Staff concurs that the provided pedestrian facilities are sufficient and designed to accommodate the proposed use.

Therefore, staff find that by meeting the Guideline is met.

B. Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)

Pedestrian connections link the guard structure entrance to SW Barnes Road, the parking area and Sunset Transit Center. The proposal provides pedestrian connections to the building entrance.

Therefore, staff find the Guideline is met.

8. *Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple Use, and Commercial districts.*

A. On-site circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8)

The proposal includes construction of a private street which contains sidewalks providing access to pedestrians to and from the parking facility between SW Barnes Road and Sunset Transit Center. The private street contains 10 foot wide sidewalks and trees in tree wells, per Development Code standards. Curbs and sidewalks are included in the design. All drive aisle pedestrian crossings will be conditioned to be concrete or other paving treatments to differentiate from the vehicular pavement.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

B. Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)

The applicant states that internal walkways break up the parking aisles. The applicant also proposes landscape islands are regular intervals which provide shade and visual interest. Staff recommends a condition of approval that a north/south pedestrian connection be provided through the parking area with each phase of development to further break up long drive aisles and provide for safe pedestrian paths to Sunset Transit Center and other uses in the area. Staff concurs that the applicant provides

adequate landscaping to minimize the visual impact of the proposed parking facilities.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

3. Minimum landscaping for conditional uses in Residential districts and for developments in Multiple Use, Commercial, and Industrial Districts.

A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings.* (Standard 60.05.25.3.A, B, and D)

The applicant states that a combination of foundation plantings, landscape plantings and lawn areas will define and enhance guard structure and parking lot, as well as provide visual screening. Special attention is being paid to soften the edges of the building and parking area along the north side of the site where the elevation of the parking area is approximately ten feet higher than the street elevation. Staff concurs that the proposed landscaping softens the edges of the building and parking areas and adds aesthetic interest.

Therefore, staff find the Guideline is met.

B. *Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete.* (Standard 60.05.25.3.C)

The proposal does not include any pedestrian plazas.

Therefore, staff find the Guideline is not applicable.

C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions.* (Standard 60.05.25.3.A and B)

The applicant states that to the extent possible native vegetation will be utilized. The applicant proposes use of native or climatically appropriate plants.

Therefore, staff find the Guideline is met.

D. *Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development.* (Standard 60.05.25.3.A and B)

The applicant states that existing trees and vegetation are proposed to remain on site.

Staff concurs that the existing trees will be retained and included as part of the landscape screening along SW Barnes Road.

Therefore, staff find the Guideline is met.

E. *A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.3)*

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species.

Therefore, staff find the Guideline is met.

6. ***Retaining Walls.*** *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.5)*

The applicant states that no retaining walls are proposed.

Therefore, staff find the Guideline is not applicable.

7. ***Fences and Walls***

A. *Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.6)*

The applicant states that no new fencing is proposed.

Therefore, staff find the Guideline is not applicable.

B. *Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.6)*

The applicant states that no new fences or walls are proposed.

Therefore, staff find the Guideline is not applicable.

8. ***Changes to existing on-site surface contours at residential property lines.*** *The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10)*

The subject site does not abut any residentially zoned property.

Therefore, staff find the Guideline is not applicable.

- 9. *Integrate water quality, quantity or both facilities.*** Aboveground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)

The applicant states that aboveground stormwater detention and treatment facilities have been integrated into the parking lot layout and will be conveyed to SW Barnes Road and ultimately into the regional detention facility near the intersection of Johnson Creek and SW Cedar Hills Boulevard.

Therefore, staff find the Guideline is met.

- 10. *Natural Areas.*** Natural features that are indigenous to a development site, such as streams, wetlands, and matures trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12)

There are no natural areas on site.

Therefore, staff find the Guideline is met.

11. *Landscape Buffering and Screening*

- A.** A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)

The subject site is surrounded by Sunset Transit Center and Highway 26 to the south, Highway 217 to the east, SW Barnes Road, vacant land, and existing commercial development to the north as well as land zoned SC-S to the west. No buffering is necessary given the nature of the surrounding uses and the impacts of the proposed use.

Therefore, staff find the Guideline is met.

60.05.50. *Lighting Design Guidelines.* Unless otherwise noted, all guidelines apply in all zoning districts. (Standard 60.05.30.1 and 2)

- 1.** Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaries.

The applicant states that lighting will be placed to maximize safety within the development through strategic placement of pole-mounted luminaires. The applicant has provided a lighting plan that shows compliance with the City's Technical Lighting Standards.

Therefore, staff find the Guideline is met.

2. *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building.*

The applicant states that pedestrian scale lighting is an integral part of the lighting design. Pedestrian scale lighting is located along the walkways leading from the surface parking area to TriMet's walkways along the northern side of the parking garage. Pedestrian scale lighting will also be placed on and around the pedestrian pay stations. The applicant has provided a lighting plan that shows compliance with the City's Technical Lighting Standards

Therefore, staff find the Guideline is met.

3. *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens-shields, shades or other measures to screen the view of light sources from residences and streets.*

The applicant states that luminaires will have lens shields, shades or other measures to screen the view of light sources from residences and streets. The applicant has provided a lighting plan that shows compliance with the City's Technical Lighting Standards.

Therefore, staff find the Guideline is met.

4. *On-site lighting should comply with the City's Technical Lighting Standards. Where the proposal does not comply with the Technical Lighting Standards, the applicant should describe the unique circumstances attributed to the use or site where compliance with the standard is either infeasible or unnecessary.*

The applicant has provided a lighting plan that shows compliance with the City's Technical Lighting Standards. Staff will verify continued compliance at the time of Site Development permit issuance.

Therefore, staff find the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2018-0167 (Sunset Surface Parking)**, subject to the applicable conditions identified in Attachment D.

CONDITIONS OF APPROVAL

CU2018-0023 Conditional Use

A. Prior to any site work commencing and issuance of the site development permit, the applicant shall:

1. Ensure that the Design Review Three (DR2018-0167) application has been approved and is consistent with the submitted plans. (Planning/JF)
2. The Conditional Use permit shall run with the land and shall continue to be valid upon a change in ownership of the site, unless the use ceases for a period of one year or greater, at which time the Conditional Use permit shall be considered expired. (Planning/JF)
3. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through establishment of the use within the two (2) year time period. (Planning/JF)

DR2018-0167 Design Review Three

A. Prior to any site work commencing and issuance of the site development permit, the applicant shall:

1. Submit a narrative that responds to all applicable conditions of approval and discusses how each condition has or will be satisfied prior to issuance of the Site Development Permit. (Site Development Div./JJD)
2. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
3. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Resolution 4542 (2019 City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (April 2017, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and Resolution 4542; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)

5. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities including plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
6. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form, including any approvals needed from TriMet. (Site Development Div./JJD)
7. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the SW Barnes Road right of way. (Site Development Div./JJD)
8. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans. (Site Development Div./JJD)
9. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
10. Submit a copy of issued permits or other approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
11. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
12. Contact Building Department at (503) 526-2409 or (503)350-4079 to obtain a Plumbing Permit from the Building Department for the proposed onsite utilities. Submit the Plumbing Permit application concurrently with the Site Development Permit application. (Site Development Div./TDM)
13. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report, demonstrating compliance with CWS Resolution and Order 2017-05 in regard to water quality treatment and City of Beaverton Engineering Design Manual Chapter 5 requirements for detention. In this report, provide record drawings of the existing, regional storm water detention facility that is proposed to serve this development. These record drawings are required for city acceptance of this private, regional detention facility. (Site Development Div./JJD and SAS)

14. Provide plans that delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./JJD)
15. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces, in square feet. Calculations shall indicate the square footage of pre-existing impervious surfaces, all new impervious surface area created, and total final impervious surface area on the entire site after construction. (Site Development Div./JJD)
16. Pay storm water system development charges (storm water quantity and overall system conveyance) for any net new impervious area proposed. The fee-in-lieu for storm water quantity management may be waived if record drawings of the Johnson Creek regional detention facility are provided including tributary areas, flow control structure detail, and plans to restore maintenance access to the facility. (Site Development Div./JJD & SAS)
17. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./JJD)
18. Provide plans for street lights (Option C unless otherwise approved by the City Operations and Maintenance Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
19. The following shall be recorded with Washington County (*Contact John Kidd, Survey Division: 846-7932*): (Washington County/NV)
 - a. Dedication of additional right-of-way to meet 51 feet from the centerline of SW Barnes Road along the entire site's frontage, including adequate corner radius for a future signal and associated equipment at the intersection with the new private street access.
 - b. Recordation of a cross access easement between Sunset Transit Center Drive (TL200) and the new private street (TL100).
20. Submit to Washington County Public Assurance Staff (503-846-3843): (Washington County/NV)

- a. Completed "Design Option" form, Geotech/Pavement Report, and Engineer's Checklist (Appendix "E" of the County Road Standards).
 - b. \$10,00.00 Administration Deposit.
 - c. A copy of the City's Notice of Decision and the County's Letter dated March 4, 2019.
 - d. Provide evidence that the document under 19.a (dedication of ROW) has been recorded.
 - e. Preliminary certification of adequate sight distance for the access point to SW Barnes Road, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:
 - i. A detailed list of improvements necessary to produce adequate intersection sight distance at the proposed new public street access.
 - f. Engineering plans to County standards for construction of the following public improvements:
 - i. Construct a right-in/right-out only (stop controlled) private street access on SW Barnes Road. Construction of a traffic separator median and/or a pork chop is required and subject to a design exception approval by the County Engineer.
 - ii. Construct 10 foot wide sidewalk with tree wells along the site's frontage of SW Barnes Road from Sunset Transit Center Drive to the proposed public street access.
 - iii. Install street lighting at the new private street access to County Standards. Modifications to existing street lighting shall be to County standards.
 - iv. Install conduit and other underground infrastructure required for a future traffic signal at the new private street access.
 - v. Install traffic signal interconnect on the site's frontage of SW Barnes Road from the new private street access to Sunset Transit Center Drive.
21. Obtain a Washington County Facility Permit upon completion of the following: (Washington County/NV)
- a. Engineering Division approval of plans and a financial assurance for the construction of the public improvements listed in conditions 20.f.
22. Ensure that the Conditional Use (CU2018-0023) application has been approved and is consistent with the submitted plans. (Planning/JF)

23. Provide a plan showing at minimum one additional centrally located north-south pedestrian connection through the parking lot, connecting to the east-west walkways from the perimeter banks of parking stalls. (Planning/JF)
24. Provide written consent from TriMet for the use of the access road. If consent is not provided all access must be from SW Barnes Road. (Planning/JF)
25. Provide a plan showing construction of a minimum 10 foot wide public sidewalk, with trees in tree wells every 30 feet, from the TriMet access road intersection to the proposed SW Barnes Road parking lot access road. (Planning/JF)
26. Provide a plan showing pedestrian crossings through the parking area are of a differentiated paving material, such as concrete. (Planning/JF)
27. Provide a plan showing any exterior mechanical units are screened in conformance with the Design Standards of Section 60.05.15.5.A-C. (Planning/JF)
28. Provide plans showing construction of a trash enclosure in conformance with the screening requirements of Section 60.05.20.2 of the Development Code. (Planning/JF)
29. Provide plans showing construction of a minimum 10 foot wide public sidewalk, with trees in tree wells every 30 feet, from the proposed SW Barnes Road parking lot access road to the intersection of SW Barnes Road and Highway 217 unless all of the following are met: (Planning/JF)
 - a. A public easement is provided from TriMet consenting to the use of the pedestrian pathway connecting the proposed parking lot to the Barnes Road and Highway 217 intersection.
 - b. A lighting plan is provided showing adequate pedestrian scale lighting, in compliance with the City's Technical Lighting Standards, along the entirety of the pedestrian access on the TriMet property. Additional lighting may be proposed if sufficient lighting does not currently exist, with property owner consent.

B. Prior to building permit issuance for a building, the applicant shall:

30. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. A foundation only permit for the guard structure may be issued prior to full Site Development Permit issuance if the City's review is complete and subject only to outside agency permit issuance required for full Site Development Permit issuance. No additional building permits may be issued prior to full Site Development Permit issuance. (Site Development Div./JJD)

31. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)

C. Prior to final occupancy permit issuance of each building permit, the applicant shall:

32. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
33. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
34. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
35. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
36. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
37. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
38. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF)
39. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above- ground irrigation is provided for the establishment period. (Planning/JF)
40. Ensure that the planting of all approved trees has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. Street trees shall be a species on the approved City Street Tree List.

(Planning/JF)

41. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. (Planning/JF)
42. Obtain a Final Site Distance Certification for access to SW Barnes Road. (Washington County/NV)
43. The road improvements required in condition 20.f above shall be completed and accepted by Washington County. (Washington County/NV)

D. Prior to release of performance security, the applicant shall:

44. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
45. If applicable, submit any required on-site easements, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
46. Provide a post-construction cleaning, system maintenance, and StormFilter recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)
47. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the treatment vegetation within the reconstructed surface water quality facility, as determined by the Public Works Director. If the plants are not well established (as determined by the Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Operations Director prior to release of the security. (Site Development Div./JJD)



WASHINGTON COUNTY, OREGON

Department of Land Use and Transportation, Operations & Maintenance Division
1400 SW Walnut Street, MS 51, Hillsboro, Oregon 97123-5625
(503) 846-7623 · FAX: (503) 846-7620

March 4, 2019

To: Jana Fox - Current Planning Supervisor

From: Naomi Vogel - Associate Planner

RE: JPC Surface Parking Lot
City File Number: CU2018-0023/DR2018-0167
County File Number: CP19-907
Tax Map and Lot Number: 1S102CB00100
Location: SW Barnes Road/Sunset Station Transit Drive

Washington County Department of Land Use and Transportation has reviewed this development application to construct in two phases a 460 lot surface parking lot with access via Sunset Station Transit Drive and via a new interim right-in/right-out only private street access (future signalized intersection) on SW Barnes Road, a County-maintained Arterial (5 lanes).

A Traffic Impact Analysis prepared by David Evans and Associates (December 2018) and supplemental addendum (February 26, 2019) was submitted in accordance with Washington County R&O 86-96 (Determining Traffic Safety Improvements). County staff has reviewed the TIA and concurs with the findings of the analysis and addendum.

I. PRIOR TO ISSUANCE OF THE SITE DEVELOPMENT PERMIT BY THE CITY OF BEAVERTON:

- A. The following shall be recorded with Washington County (*Contact John Kidd, Survey Division: 846-7932*):
1. Dedication of additional right-of-way to meet 51 feet from the centerline of SW Barnes Road along the entire site's frontage, including adequate corner radius for a future signal and associated equipment at the intersection with the new public street access.

2. Recordation of a cross access easement between Sunset Transit Center Drive (TL 200) and the new private street (TL 100).

B. Submit to **Washington County** Public Assurance Staff (503-846-3843):

1. Completed "Design Option" form, Geotech/Pavement Report, and Engineer's Checklist (Appendix "E" of the County Road Standards).

2. **\$10,000.00** Administration Deposit.

NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

3. A copy of the City's Notice of Decision and the County's Letter dated March 4, 2019.
4. Provide evidence that the documents under **I.A.** have been recorded.
5. Preliminary certification of adequate sight distance for the access point to SW Barnes Road, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:
 - a. A detailed list of improvements necessary to produce adequate intersection sight distance at the proposed new public street access.
6. Engineering plans to County standards for construction of the following public improvements:

Note: Improvements within the ROW may be required to be relocated or modified to permit the construction of the public improvements. All public improvements and modifications shall meet current County and ADA standards.

- a. Construct a right-in/right-out only (stop-controlled) private street access on SW Barnes Road. Construction of a traffic separator median and/or a pork chop is required and subject to a design exception approval by the County Engineer.
- b. Construct 10 foot wide sidewalk with tree wells along the site's frontage of SW Barnes Road from Sunset Transit Center Drive to the proposed private street access.
- c. Install street lighting at the new private street access to County Standards. Modifications to existing street lighting shall be to County standards.
- d. Install conduit and other underground infrastructure required for a future traffic signal at the new private street access.

e. Install traffic signal interconnect on the site's frontage of SW Barnes Road from the new private street access to Sunset Transit Center Drive.

C. Obtain a Washington County **Facility Permit** upon completion of the following:

1. Engineering Division approval of plans and a financial assurance for the construction of the public improvements listed in conditions **I.B.6.**

II. PRIOR TO OCCUPANCY BY THE CITY OF BEAVERTON:

A. Submit a ***Final Sight Distance Certification*** for access to SW Barnes Road.

B. The road improvements required in condition **I.B.6.** above shall be completed and accepted by Washington County.

If you have any questions, please contact me at 503-846-7639.

Cc: Transportation File



Oregon

Kate Brown, Governor

EXHIBIT 4.2
Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

February 28, 2018

ODOT #8609

ODOT Response

Project Name: Peterkort Sunset Surface Parking Lot	State Highway: OR 217
Jurisdiction: City of Beaverton	
Site Address: No situs, SW Barnes Rd - Hwy 26, Beaverton, OR	

The site of this proposed land use action is in the vicinity of the Barnes Rd/OR 217 intersection. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS AND RECOMMENDED CONDITIONS OF APPROVAL

The proposed development will add vehicle trips to the Barnes Rd/OR 217 intersection. The traffic impact analysis for the development did not follow in full the ODOT Analysis and Procedures Manual. ODOT recommends that the applicant be required to comply with the Peterkort PUD condition 10 a, b, and e as stated below:

10. At the intersection of Barnes Road and Highway 217.

a. For the northbound approach widen Highway 217 off ramp to provide three through lanes with a storage length of 240 feet, two right turn lanes with a storage length of 240 feet. Install vehicle detection sensors to identify excessive northbound queue spillback and integrate to an advance warning sign for the OR 217/Barnes Road off-ramp to slow speeds approaching the ramp.

b. Pay ODOT \$250,000 as a contribution towards a variable message sign/variable speed sign to be installed by ODOT on OR 217 northbound between SW Walker Road and the Barnes Road off-ramp.

e. Signal modification to accommodate the widening and signaling the northbound right-turn movement.

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Permits and Agreements to Work in State Right of Way

- ☒ An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

If a CIA is required, it may take up to **6 months** to process.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221
District Contact: via email	D2BUP@odot.state.or.us

December 21, 2018

Mr. Scott Eaton
Cairn Pacific
1015 NW 11th Avenue, Suite 242
Portland, OR 97209

Dear Mr. Eaton:

Thank you for contacting TriMet regarding J. Peterkort and Company's interest in a two phase plan to construct a 260 space surface parking facility at the Sunset Transit Center and a second phase to construct 200 additional spaces, and accessing those lots via TriMet's access road. TriMet would like to express its conditional support for development of the phase one proposed parking lot and will agree to the use of its access road for this purpose provided that JPC and TriMet can reach agreement on strategies to assess the potential degradation of TriMet bus movements into and out of the site and a framework for remediating any significant degradation if it is determined that the traffic generated by the parking lot unduly impacts TriMet bus movements.

As stated above, TriMet's primary concern is that the use of the access road by TriMet's buses not be substantially hindered or delayed due to the increased traffic generated by the proposed surface lots.

To address that concern, TriMet would like to suggest a set of agreements with JPC on the following issues, prior to agreeing to the use of its access road:

1. JPC and TriMet will jointly fund a baseline analysis of the Barnes Road – Access Road intersection prior to the opening of the phase one surface lot to determine the current average wait time for buses departing via the access road. A similar analysis will be jointly commissioned by JPC and TriMet after the phase one lot has been open and operating for six months. The analysis will assess whether there has been any discernable degradation in wait times for TriMet buses using the access road, and if so, to what degree.
2. If the before and after analysis determines that average individual bus wait times have been increased by more than one minute in the p.m. peak due to the new parking facility, JPC agrees to work with TriMet to identify strategies to reduce delay for TriMet buses, including, but not limited to:
 - a. Joint funding of an analysis of strategies to reduce impacts on TriMet bus travel times, including but not limited to changes to timing of traffic signals on Barnes Road, restriping lanes on the access road, or implementing a transit queue jump lane on the access road to allow buses to move through the intersection ahead of single occupant vehicle queues.
 - b. Jointly funding traffic engineering and other work needed to support the required applications to city and county authorities to implement changes determined to be necessary by the joint study to bring average transit bus travel times during the p.m. peak back to within 30 seconds of the wait times experienced before the opening of the phase one parking lot.

- c. Jointly applying for and funding any necessary applications to city and county transportation and land use agencies to effectuate the changes determined to be necessary to bring bus travel time performance to within the 30 second degradation threshold.
 - d. Jointly determining a shared-cost model for the construction and implementation of strategies to remediate bus travel times.
3. TriMet's agreement to the use of its access road is limited to the proposed 260 stall phase one parking lot only and does not extend to any expansion of that lot nor any other development on JPC land within the Barnes Road, Sunset Transit Center Access Road boundary. JPC agrees not to build any additional parking or development within this boundary beyond this lot that relies on use of the TriMet access road without first securing agreement from TriMet.
 4. This agreement is for the use of the access road situated to the west of the Sunset Transit Center and does not include use of the access road to the east of Sunset Transit Center.

In addition to these conditions, TriMet would like to work with JPC on a cooperative basis to explore the following opportunities:

1. TriMet would like to explore opportunities for the potential joint operation of the proposed surface parking lots and the Sunset Parking Garage. TriMet is assessing the opportunity of charging at the Sunset Parking Garage and would like to explore the potential efficiencies of joint operations including fee collection, pricing and security patrols.
2. TriMet is interested in exploring development on and above its station area and parking structure and would like to explore opportunities for transit oriented development, joint development, public-private partnerships or other approaches to maximizing the development potential for both TriMet and JPC controlled property in the area.

Again, TriMet conditionally supports the development of the phase one surface parking facility and would like to partner with JPC in facilitating the overall development of this area in a way that supports and is supported by the transit center and light rail station. We would like to provide access to the lot via the TriMet access road, provided that we can reach agreement on a set of conditions and measures, similar to those suggested above, that ensure that access to and from the site for TriMet's buses is not substantially diminished.

Please feel to contact me with any thoughts or concerns.

Sincerely,



Doug Kelsey
General Manager